



MAP-21

**Notice of Proposed Rule
Making for Metropolitan
Planning**

Posted to Federal Register June 2, 2014

Outline

- NPRM Overview
- Summary of Changes to MPO Planning Regulations
- Details of Proposed Regulation Changes
- Implementation Schedule
- Other Considerations

Notice of Proposed Rulemaking Overview

- Posted to Federal Register on 06/02/2014 (90 day comment period)
- Triggered by changes to the planning process in MAP-21
- Amends Joint Planning Rule (23 CFR Part 450; 49 CFR Part 613)
- Proposes Changes to both State, Metropolitan and Non-Metropolitan Planning Rules

Summary of Proposed Changes

- Performance Based Planning
- MPOs serving TMA Areas must include representation by providers of public transportation
- Option for MPOs to develop scenario plans
- Programmatic Mitigation Plans

Performance Based Planning

- **Purpose** – establish transparent, accountable decision-making framework to identify multimodal capital investments and project priorities (States, MPOs and Transit Providers).
- Supports MAP-21's seven national goals
 1. Safety Vitality
 2. Infrastructure Condition
 3. Congestion Reduction
 4. System Reliability
 5. Freight Movement & Economic
 6. Environmental Sustainability
 7. Reduced Project Delivery Delays

Performance Based Planning

- MPOs must establish performance targets to address USDOT- established performance measures.
 - No later than 180 days after the state and/or public transit provider(s) establish performance targets
 - Coordinate selection of targets with relevant state and public transportation provider's targets to ensure consistency
 - Use targets to track progress towards attainment of critical performance outcomes for MPO area
 - May adopt locally defined performance measures and targets
 - Must integrate with other performance based plans (i.e. Congestion Management Process)
 - Update planning agreements to reflect performance-based planning requirements

Plan Integration

- Metropolitan Long-Range Plan
 - Description of performance measures and targets
 - System performance reports that discuss progress achieved in meeting targets in comparison to previous plans/reports
 - Include analysis of how preferred scenario improves system condition and performance (if multiple scenarios are developed)
- Transportation Improvement Program
 - Projects consistent with LRTP
 - Reflect LRTP investment priorities
 - Description of how TIP will work toward achievement of performance targets established in the LRTP
 - Links investment priorities to performance targets

Public Transportation Providers

- MPO Policy Committees serving TMA Areas shall include representation by public transportation providers
 - Equal decision making rights/authorities
 - Elected or appointed board members or senior officers
 - Operate in TMA Area and be eligible recipient of Urbanized Area Formula Funds (PRTC, FRED and RAAA)
 - Selected through a cooperative process
 - MPO does not need to re-designate to meet provision

Optional Scenario Development

- Long-Range Plan may consider more than one development/investment scenario
 - Potential investment strategies for planning horizon
 - Scenario that maintains baseline
 - Scenario that improves baseline
 - Based on reasonably expected revenues
 - Estimated costs and potential revenues to support each scenario
- Scenarios may be evaluated using locally developed measures in addition to USDOT established performance measures

Programmatic Mitigation Plans

- A State or MPO, in consultation with agencies with jurisdiction over protected environmental resources, may develop programmatic mitigation plan(s). The plan(s) may inventory existing or planned environmental resource mitigation and identify potential environmental impacts and potential avoidance or mitigation opportunities.

Implementation Schedule

- Performance Management
 - Updates or amendments to TIPs, STIPs, and plans adopted or amended two years after the effective date of the performance management rules must comply
 - States have 1 year from the effective date of the PM rules to establish targets. MPOs have 180 days to set targets after the state sets targets
- By October 1, 2014 MPOs serving a TMA shall include representation by providers of public transportation.

Other Considerations

- Aside from safety, USDOT is still defining performance measures and penalties for failure to make progress toward or meet set performance targets (State, MPO and Public Transportation Providers)
- Relationship and integration with Virginia HB 2?